

19980412.ba v02_n010.bam.980412

>From ???@??? Sun Apr 12 22:35:02 1998
Message-Id: <199804121837.NAA08396@sco.theporch.com>
Date: Sun, 12 Apr 1998 13:35:11 CDT
Subject: BOATANCHORS digest 2010

BOATANCHORS Digest 2010

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- 4) Re: RME DB20 sig generators
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- 6) HRO-500
by "Mike B. Feher" <n4fs@monmouth.com>
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- 8) 29 mhz am activity
by tom.daley@teabbs.com (Tom Daley)
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by "Lawrence R. Ware" <lrware@pipeline.com>
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by "Lawrence R. Ware" <lrware@pipeline.com>
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by Henry van Cleef <vancleef@netcom.com>
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by Jeffrey Herman <jeffreyh@hawaii.edu>
- 13) a new project, etc.
by "Larry Johnson" <k5yf@wt.net>
- 14) FS/FT Central Electronics 200V and National NC-183D w/ Speaker
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- 15) Re: HRO-500
by "Arden Allen" <gumbear@pacbell.net>
- 16) Re: URM-25D or URM-25F
by "Arden Allen" <gumbear@pacbell.net>
- 17) Re: HRO-500
by John Dilks <oldradio@worldnet.att.net>
- 18) Re: HRO-500, flaming and BA topics
by John Dilks <oldradio@worldnet.att.net>
- 19) Re: Grounds and noise

by Steve Lords <sklords@sprynet.com>
20) R-392 audio module
by Bengt Wilander <bkh@bwab.se>
21) Re: R-392 audio module
by "Arden Allen" <gumbear@pacbell.net>

Message-Id: <199804120159.VAA29212@piglet.INS.CWRU.Edu>
Date: Sat, 11 Apr 1998 21:59:50 -0400 (EDT)
From: gcr2@po.CWRU.Edu (George C. Rybicki)
To: Old Tube Radios <boatanchors@theporch.com>
Subject: RME VHF152A

On the pile of things I will never get to is a RME vhf 152A. It is in good shape but I havent ever fired it up. \$50 + shipping from 44286
Thanks George

Message-ID: <01BD6595.FC08A780@mys11.riconnect.com>
From: "Christopher A. Bowne" <radiobwn@riconnect.com>
To: Old Tube Radios <boatanchors@theporch.com>
Cc: "'boatanchors@theporch.com'" <boatanchors@theporch.com>
Subject: RE: Scott SLRM help
Date: Sat, 11 Apr 1998 21:55:38 -0400
MIME-Version: 1.0
Content-Type: text/plain; charset="us-ascii"
Content-Transfer-Encoding: quoted-printable

I can remember sometime in my misspent youth making a slight =
modification to my SLRM to get rid of the annoying freequency pull =
associated with changing the RF gain control. As I recall, I deduced =
that it was caused by the design which had the RF gain control in the =
cathodes of both the RF amp and the mixer stage. I changed the wiring =
around to run the mixer wide open, and just used the RF gain on the RF =
amp. I recall that this eliminated ther problem, but dont recall if it =
caused other problems, such as intermod or reduced image rejection. It =
is restored to the original condition now, and I just put up with the =
pull, as I only use it on rare occasions.

Mine (I got it in 1964 at age 12, and still have it) was a good =
performer on 80 and 40 CW with a Heathkit Q Multiplier. I used a =
National Velvet Vernier, and later a Jackson Brothers planetary =
reduction drive to give better bandspread. I have since restored the =
tuning to original As designed, it overloaded easily on strong CW =
signals, due to a very weak BFO. The schematic shows the reason - there =
is no direct coupling of the BFO output to the IF or detector. Just =
stray/proximity coupling. This may have been dictated by the SLR =
dseign. To help it out, I made a gimmik capacitor (its still in =

there) out of some twisted wire that I used to couple the BFO cathode =
(its plate is grounded for RF) to the grid of the 2nd IF. Just stuck it =
into the tube sockets, and put the tubes back in.

Another quirk about this set is that it has a propensity to blow the #47 =
dial lamp when turning the set on. The bulb is tied into the DC power =
supply, and is subjected to surge currents as the filter caps charge up. =
When it blows, it causes the receiver gain to drop - and I think the eye =
tube green glow goes out as well. =20

The most important thing to know about this set is that it is an AC/DC =
design, and ONE SIDE OF THE POWER LINE CONNECTS TO THE CHASSIS! Be VERY =
careful, use a modern 3 wire power cord, and be absolutely sure of your =
power hot and neutral lines. I always ran a separate safety ground on =
mine. It would make a lot of sense to use an isolation transformer. If =
you do screw up the line connections, as I once did, watch out! I had =
one of the big electrolytics literally EXPLODE with enough force that it =
bulged the cabinet above it. What a mess (Normally this would only blow =
the fuses, but being young and stupid, and short on fuses, I had been =
using some really high amperage fuses instead of the correct ones!) =20

It has great sound, although not as powerful as, say, an SX-28, because =
the AC/DC design uses full wave rectification of the AC line - resulting =
in a relatively low B plus potential. Mine was sold by Scott in late =
1945 equipped with the Hallicrafters SX-28 type 10 inch PM speaker in =
the metal cabinet with the slatted Art Deco style grill. I think it even =
had the Hallicrafters decal on the speaker magnet, although not on the =
cabinet or grille. =20

Good luck with yours - even if it isn't the greatest performer, or the =
greatest design (the AC/DC power scheme being its weakest point) it has =
to be one of the best built (in terms of component quality) receivers =
of its era. I have another Scott, an RCH/SLR-F, which is nowhere near =
as impressive in assembly quality.

73, =20

Chris Bowne, AJ1G
Stonington, CT
radiobwn@ricconnect.com=20

Date: Sat, 11 Apr 1998 19:00:13 -0700 (PDT)
Message-Id: <2.2.16.199804111185944.0d6f3048@pop.igc.org>
Mime-Version: 1.0
Content-Type: text/plain; charset="us-ascii"
To: Old Tube Radios <boatanchors@theporch.com>
From: Dick Dillman <ddillman@igc.apc.org>

Subject: Punchin' Tape (An Update)

Cc: Rex1925@aol.com, russ_sherry@spectrian.com, bmosca@backfire.com,
greenkeys@qth.net

Long time readers of these pages may recall that back in September of last year I proudly announced the acquisition of a Kleinschmidt Morse perforator. I had lusted after one of these things in its beautiful rosewood case and with its wonderful mechanical linkages for decades, ever since I saw one being used on a visit to KFS in the early 70s. When one magically turned up at Foothill last year I threw myself on it and refused to let go 'till, with the assistance of a friend, the guy sold it to me.

The next step was getting it working. Luckily I know Rex, the ex-chief engineer at KFS, the very man who maintained the Kleinschmidts as part of his regular duties. In a display of generosity common among radiomen he produced copies of the manuals for the machine. That was a good first step but the solenoid coils wanted 120VDC at about 2A. Such a power supply proved hard to find... until today. Again at Foothill Rex produced a very nice Teletype supply in a black crackle enclosure with just the right output rating. A peek inside revealed a stack of potentially embarrassing selenium rectifiers and a couple of questionable filter condensers. But the lust was upon me. After a cursory check I plugged the thing in. No smoke, no smell, no explosion... just a nice, steady DC output.

Connection to the Kleinschmidt caused the solenoids to pull in properly. I was clearly on the right track. But much of the linkage was virtually frozen from old, congealed oil. Careful disassembly, cleaning and lubrication with WD-40 freed everything up beautifully. I threaded a roll paper tape kindly supplied by a member of the Greenkeys list into the machine... and I was ready! In honor of Rex and KFS the first tape I punched was a reproduction of the old CQ wheel that used to run on that station. It was great. The pins and dies punching clean holes, the tape moving smartly through the machine, the punch outs sliding down their little chute into the tray provided to collect them. Life can, at times, be good!

But of course there is never a real end to this kind of thing. Now I need a head capable of reading the Wheatstone tapes the machine produces. Once that's in hand I'll use the setup to remotely key the Collins 30K-5 I have access to about 50 miles north of here. It'll be just like a real coast station!

Regards,

Dick

Dick Dillman
<ddillman@igc.apc.org>
WPE2VT W6AWO
Collector Of Heavy Metal:
Harleys, Willys and Radios Over 100lbs.

From: k1om@world.std.com (Charles M Grandgent)
Message-Id: <199804120231.AA15603@world.std.com>
Subject: Re: RME DB20 sig generators
To: Old Tube Radios <boatanchors@theporch.com>
Date: Sat, 11 Apr 1998 22:31:00 -0400 (EDT)
Cc: boatanchors@theporch.com
Mime-Version: 1.0
Content-Type: text/plain; charset=US-ASCII
Content-Transfer-Encoding: 7bit

Arggggh !!!
They LOOKED like sig generators, but from the overwhelming response, they
most certainly are preamp/preselectors :)

73, chuck, k1om

>
>
> Chuck -
>
> Are you sure these are signal generators? I thought for sure they were
> preselectors for receivers. 73 - Mike
>
> Mike B. Feher, N4FS
> 89 Arnold Blvd.
> Howell, NJ, 07731
> 732-901-9193
>
> -----
> > From: Charles M Grandgent <k1om@world.std.com>
> > To: Old Tube Radios <boatanchors@theporch.com>
> > Subject: FS: RME DB20 sig generators
> > Date: Saturday, April 11, 1998 4:04 PM
> >
> > Two rescued RME DB-20 signal generators.
> > The first one has a label on the bottom indicating date April 3, 1945.
> > It's a navy grey color.

> >
> > The second one must be a tad older because it's a bit bigger and has more
> of a
> > grey bakelite finish.
> > But they're both DB-20 model, covering .5 - 32Mc
> > the April 3, 1945 one I'd say is a 7.5 - 8, the bigger one maybe a 7.
> > Dunno if they work.
> >
> > If any interest, I can photograph and put on the web so you can see them.
> > Have no idea what they're worth, but wouldn't think that much.
> > Chuck,K1OM
> > --
> > -----
> > Chuck Grandgent, PictureTel / MultiLink, Andover, Massachusetts
> > chuck@k1om.com
> > -----
>

--

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(+1)978-691-2100 fax:691-2192 http://www.k1om.com
*** "PCs - Automobiles for the mind." ***

Message-Id: <199804120236.TAA24088@mail3.sirius.com>
From: "Jim Carrington" <jcall@sirius.com>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Re: URM-25D or URM-25F
Date: Sat, 11 Apr 1998 19:39:11 -0700
MIME-Version: 1.0
Content-Type: text/plain; charset=ISO-8859-1
Content-Transfer-Encoding: 7bit

> From: Lenox Carruth <carruth@swbell.net>
> To: Old Tube Radios <boatanchors@theporch.com>
> Subject: URM-25D or URM-25F
> Date: Friday, April 10, 1998 6:14 PM
>
> If one had a choice between a URM-25D or a URM-25F is there any reason
> to choose one over the other? I assume that the later model is the
> better but would like an expert opinion. (or even one that is not from
> an expert!)

Hi Lennox,

While the 25F is a later model, I've found the 25D to be much more common, which means its easy to find a spare one or even a parts rig for peanuts. I've picked up several at local swaps for \$5 to \$25. I even splurged about a year ago and bought one of the Fair Radio govt reconditioned units. It was gorgeous with all accessories , new line cord and paint etc (looked like new in the box). Unfortunately it was also dead with a broken attenuator. A transplant from one of my parts units got it back in business.

73s

Jim Carrington

Message-Id: <199804120238.WAA25023@shell.monmouth.com>

From: "Mike B. Feher" <n4fs@monmouth.com>

To: Old Tube Radios <boatanchors@theporch.com>

Subject: HRO-500

Date: Sat, 11 Apr 1998 22:43:33 -0700

MIME-Version: 1.0

Content-Type: text/plain; charset=ISO-8859-1

Content-Transfer-Encoding: 7bit

To all on the group.

Unless you want to be abused by self a proclaimed monitor (Captain Larry Rau) who knows what is best for the group, since after all he is a "Captain", please restrain yourselves from discussing anything on here that does not involve tubes. After I made a short posting in response to a few others regarding the HRO-500 I received a very negative email from the Captain telling me that my post did not belong here as the HRO-500 did not contain tubes. His first email was so confusing I had to ask him what he was talking about. After a few private, give and take, emails he blew his top. This was his final email to me:

> From: Captain Larry Rau <rau@wco.com>

> To: n4fs@monmouth.com

> Subject:fuck off

> Date: Saturday, April 11, 1998 4:59 PM

>

> look you dickhead.. you are the one who cant follow the rules you agreed to

> you are the one who cant take a polite suggestion with out becoming nasty

>

> so why not take your flaming ass somewhere else..

>

> the hro 500 is a famous piece of shit and so are you

What a guy. I assume all the people that were discussing soldering irons and speaker flocking got similar messages. It is pretty sad that some take these petty things so seriously. By the way, he never made a polite suggestion. I am sure I am going to get a bunch of responses to this but I felt I should make this post. 73 - Mike

Mike B. Feher, N4FS
89 Arnold Blvd.
Howell, NJ, 07731
732-901-9193

Message-Id: <199804120300.WAA23720@loki.internettport.net>
From: "Steve" <scb@mail.internettport.net>
To: Old Tube Radios <boatanchors@theporch.com>
Date: Sat, 11 Apr 1998 21:49:53 +0000
MIME-Version: 1.0
Content-type: text/plain; charset=US-ASCII
Content-transfer-encoding: 7BIT
Subject: Re: URM-25D or URM-25F
CC: boatanchors@theporch.com

You Wrote:

"I would lean in favor of the F because I have one which is I have one which is very stable although its audio oscillator is kinda dumb. I replaced the 6AH6 with a 6BA6 and readjusted the feedback and got a much less distorted waveform. Had to replace a leaky coupling cap also."

As many of us, including myself, own and use the F, would you please share your repair and revision with the class. The audio osc in mine is a non-starter when hot so I have to go into it anyway. Thank you, in advance.

Steve Bringhurst

From: tom.daley@teabbs.com (Tom Daley)
Subject: 29 mhz am activity
Date: Sun, 12 Apr 1998 03:08:01 GMT
Message-Id: <892350481@teabbs.com>
To: Old Tube Radios <boatanchors@theporch.com>

hey ba people i spent most of today on ten am

conditions were great. heard dozens of stations including a fellow in argentina. most using vintage tube gear. i got a chance to play with a couple of items here and had a blast. a little taste of things to come !! see you on ten am 73 tom

Message-Id: <3.0.5.32.19980411222751.0082e9d0@pop.pipeline.com>
Date: Sat, 11 Apr 1998 22:27:51 +0000
To: Old Tube Radios <boatanchors@theporch.com>
From: "Lawrence R. Ware" <lrware@pipeline.com>
Subject: National CD restoration part 2
Mime-Version: 1.0
Content-Type: text/plain; charset="us-ascii"

Good evening firebottle fans!
Tonights episode: part 2 in a continuing saga... :-)

In our last episode:
The CAA type RCD: An early NC-100 variant with 6E5 tuning eye, and a lot of interesting minor weird stuff about it. S/N 101.

This radio is now 90% stripped and cleaned, rewiring has begun in earnest. One of the major problems concerned a very rusty main tuning capacitor. I'd like to report how it was resurrected, but because I discovered cracked ceramic spacers in it, it instead has been replaced completely.

The replacement, (A donor from a parts radio) is in much better condition and required only a dunk into a solvent tank to remove 50 years worth of axle grease somebody filled the gearbox with.

Once out of the tank, the gearbox was carefully re-lubed with a *SMALL* amount of synthetic grease. If you get it in the bearing areas and on the gear teeth, you have used enough!

Once ready for installation, the hard part starts:
(If you have to do this, take *everything* off the chassis first!)
You just cannot get into where you need to be if the IF cans, filter caps, crystal filter, etc. are still installed.

Prep the chassis by replacing each of the short heavy solid wires that connected the tuning cap to the coil-catacomb contact blocks. (If you haven't already, now is the time to take the contact blocks out [whilst the tuning cap is already off] and work them over.) I replaced every wire connecting to them, removed the small amount of corrosion under the screws, and replaced the star washers in mine.

Back to the short heavy bare wires that connect the tuning caps to

the blocks.... I used short pieces of 14G wire from a scrap of ROMEX for mine. I left the insulation on them to help prevent shorts after reassembling. Bend these roughly into the correct position to connect to the cleaned and prepped lugs of the main tuning assy. (If you didn't take notes when you pulled this apart, you are in deep doo-doo by now! Shame on you! I warned you...) When the wires are roughly in place, drop the cap back onto the chassis, threading each wire exactly as before. Now is when you trim them to be just long enough to pass through the solder lug holes on the caps. When you think you have your act together, double check all your work. (You *DO NOT* want to have to go back in here later... get it *right* the first time guys.... Trust me.)

Start the four screws that hold the gearbox to the front of the chassis, start the one or two rear screws, all of them just enough to hold for right now. Flip the beast over and check your wire layout again! (Last chance to get it right, or screw it up!) Thread each of the wires (two per section, one for the stator and one for the rotor) through the solder lugs now. Dress the wires so nothing is shorted and nothing jams. OK now tighten all the screws and get out the iron.

If your not already, now is when you get *real* glad everything else is still out of the way.... The lugs are not easy to get an iron into. If you have done it right, except for new wire and a nice clean tuning assy, it looks just like before....

OK break time, find that cold one, you earned it!

Start to finish, this took me 4 hours the first time I had to do one, about 2 this time around.

This is the biggest pain in any of the coil-catacomb Nationals, so once you have done this the rest gets a lot easier... :-)

The wires on both the audio choke and the power choke on mine had insulation falling off... In both cases about the same repair was done: The old insulation was removed from the wires exposing pretty good tinned copper under the rot. On the power choke the wire pass through a pair of metal eyelets in the case and then into the potting compound. Using a little tool I carefully dug out a little of the potting compound around each wire and into the eyelets. About six inches of new stranded wire was carefully soldered onto the stubs sticking out of the eyelets. A tiny piece of heat shrink was slid down over the solder joints and pushed into the eyelet, seated into the space made by digging out a little of the potting material. A quick pass with a heat gun to shrink the tubing, and a little RTV type silicone compound was forced between the eyelets and the outside of the heat shrink tubing. Whole thing was set aside for 24 hours whilst the silicone cured. Excess silicone was carefully removed with an exacto knife, and a quite useable power choke was ready for a little paint and reinstallation. The audio tone

control choke received almost the same treatment, minus the paint because it never had any before.

The main power transformer was cleaned up, all the connection lugs cleaned and prepped and also repainted while it was out. It was reinstalled into the chassis at the same time as the filter and audio chokes.

A three wire power cord has been installed, complete with a "inrush current limiter" in the hot side of the AC line. The power switch has been reinstalled after being cleaned, tested and prepped. the basic AC power wiring has been done so the transformer can get primary power.

The socket for the type 80 main rectifier had to be replaced with a new one from AES. The socket was rewired and the chassis was ready for some initial tests.

All three filter caps were leaky and dry in this radio, so three used but functional units came out of the old parts box. These were installed into the chassis and the wiring related to them replaced.

The four pin socket for the speaker cable was replaced with another from the junk box and the power wiring to it reworked. I now have all the pieces for the basic power supply replaced or repaired and installed.

Stay tuned for parts 3, 4, etc. to whenever I get this thing done.....
-Larry

Larry Ware
Admirer, Collector, Restorer of National Radio Company
receivers and other artifacts.
Orlando, Florida
lrware@pipeline.com

Message-Id: <3.0.5.32.19980411224458.0082b5b0@pop.pipeline.com>
Date: Sat, 11 Apr 1998 22:44:58 +0000
To: Old Tube Radios <boatanchors@theporch.com>
From: "Lawrence R. Ware" <lrware@pipeline.com>
Subject: Re: HRO-500, flaming and BA topics
Cc: bapolicy@jackatak.theporch.com
Mime-Version: 1.0
Content-Type: text/plain; charset="us-ascii"

At 22:43 04/11/1998 -0700, "Mike B. Feher" <n4fs@monmouth.com>
wrote:
>To all on the group.
<snip>

GENTLEMEN! Please keep private quarrels just that.

Jack Hill has been known to penalty box *everyone* who brings these
kind of things out in public.
And you *don't* want to PO Jim Lockwood, (been there, done that, not fun!)

Jack is usually willing to discuss list policy *privately* on request.
Everyone *please* take your concerns up with him privately.

It is really tough for me as a National collector not to jump into
the middle of a: "Is the 500 a real BA?" thread. Sitting on my
fingers hurts guys. Help me out....

Thank you.
-Larry Ware

-Larry Ware
lrware@pipeline.com
Orlando, Florida

From: Henry van Cleef <vancleef@netcom.com>
Message-Id: <199804120350.UAA29193@netcom15.netcom.com>
Subject: Grounds and noise
To: Old Tube Radios <boatanchors@theporch.com>
Date: Sat, 11 Apr 1998 21:50:44 -0600 (MDT)
MIME-Version: 1.0
Content-Type: text/plain; charset=US-ASCII
Content-Transfer-Encoding: 7bit

I put a Fluke 910A RMS AC voltmeter on the bench today for a checkout,
on acct. All my AC VTVM's have their rubber feet in the air and
aren't voltmetering any more. Since I'd never done anything with this
one, I decided to see if it would come up. The 910A has the same
ranges as the HP 400H, but is somewhat fancier inside. I don't have a
road map for it, so am having to wing it, but it looks to be the same
general layout as the HP's and Ballantines---an AC-coupled feedback
amp with some diodes and a meter.

Well, watching the meter needle with the input shorted (to prevent stray pickup) made me seasick. All sorts of noise bouncing. Some judicious wiggling of the 6EJ7 tubes showed one that was very fussy. Swapping tubes with a "known good" 6EJ7 didn't make any difference. Wiggle the tube, and the meter went crazy.

A good look at this box shows terminal strips and tube sockets mounted by rivets to an aluminum chassis and grounds to the tube socket rings and terminal strips. So I got out my reel of #14 bus wire, and strapped 3 of the grounds together. Also sweated all the solder joints on 2 tube sockets "just in case."

Results: The meter is a lot more stable, and the meter doesn't go crazy when I wiggle those tubes. It is still not 100%, so it looks as though I need to do some more bonding in the box.

I use #14 and run it as close to the chassis as possible. It's a bit tricky snaking that stuff in there and finding where you can attach it. But if you are looking at plated copper and steel riveted to aluminum you are looking at trouble. HP used this type of construction in a lot of units, and the AC VTVM's are particularly sensitive to any sort of noise problems anywhere----and it's tough to scope out, because the noise looks like its everywhere.

--

=====
Hank van Cleef
=====

Date: Sat, 11 Apr 1998 20:14:40 -1000
From: Jeffrey Herman <jeffreyh@hawaii.edu>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Heath AA-18
Message-ID: <Pine.GS0.3.95q.980411200818.23386A-100000@uhunix5>
MIME-Version: 1.0
Content-Type: TEXT/PLAIN; charset=US-ASCII

If anyone has an AA-18, please check where the wire, leaving Point C on the circuit board, is supposed to go. Mine has that wire sort of floating in space.

Jeff KH2PZ
SPUM (Society for the Prevention of Undocumented Modifications)

From: "Larry Johnson" <k5yf@wt.net>

To: Old Tube Radios <boatanchors@theporch.com>
Subject: a new project, etc.
Date: Sun, 12 Apr 1998 06:43:58 -0000
Message-ID: <01bd65de\$5ee73e00\$a515ecd0@k5yf>
MIME-Version: 1.0
Content-Type: text/plain;
charset="iso-8859-1"
Content-Transfer-Encoding: 7bit

Well, I have a new project sitting here on the bench (among the other projects). A gentleman in CA called me up a couple of weeks ago and said he had a radio he wanted to give me...an SX-71. He just wanted it to go to someone who would give it a good home.

Received it today. Going to be a while before I can get into it and check it out. It's really dirty inside but should clean up. I'm actually starting to think about the dish washer trick. Going to have to dig out the digests and go through that discussion.

The outside has no dents, all the knobs are there, and it's going to need repainting. At first, I thought someone had splattered little dots of paint on it, but cleaned up an area and discovered it's little dots of rust. But given that the glass is good, all the knobs are there, etc. we have something to work with. My intention is to put this back to as good a condition as possible both electrically and cosmetically, we're talking mint here. I already like this radio. It will look nice among the HT 37, 41, SX 111, SX 110, etc.

My immediate quandry is going to be what to do about the front. This discussion about fonts applies. I had not really noticed this before, but looking at the fonts on the 71, and then comparing them to the 77, 41, and 111, I see the receivers have a different font. The 37/41 have a font which looks more like the Leroy type font. The rcvrs have a font that taller with thinner lines. I'm thinking about the approach of taking a picture of the front, digitizing it, and then making a silkscreen out of it. But I know nothing about silkscreening, etc. So if any body has any knowledge of that, a source of information, or other ideas, I would be most appreciative if you could point my in the right direction.

This radio is going to be a labor of love. But it will be worth it after all is done.

Larry Johnson, K5YF
Houston, Texas USA
e-mail: k5yf@wt.net

Message-ID: <35306687.5C3A@sprintmail.com>
Date: Sun, 12 Apr 1998 00:00:23 -0700
From: Hal Waite <halwaite@sprintmail.com>
MIME-Version: 1.0
CC: Boatanchors <boatanchors@theporch.com>
Subject: FS/FT Central Electronics 200V and National NC-183D w/ Speaker
Content-Type: text/plain; charset=us-ascii
Content-Transfer-Encoding: 7bit
To: Old Tube Radios <boatanchors@theporch.com>

I am in the process of divesting myself of some of my boatanchor collection. The CE 200V is absolutely spotless and is as new. This elegant gear shows better-than-Collins quality of construction and is a true classic. Drove 300 miles to pick this one up years ago. \$595

The National is also spotless; the original speaker has only a slight discoloration of the grill cloth (hardly noticeable). Like new without a scratch. \$495

These prices are high because the units are true collector quality. No shipping to avoid damaging these pristine pieces of gear. Pickup in Las Vegas or will be available at the Chino (formerly Pomona DeVry hamfest) in the LA area or perhaps at TRW (not preferred).

These are available for trade towards a Kenwood TS-850S in mint condition or other interesting later equipment.

SOME TIME LATER, the following will be available:

Beautiful Hallicrafters HT-32B and SX-115 combination. One of the finest boatanchor receivers and transmitters ever built in original condition.

Swan (Cubic Corporation) Astro 103B with matching amplifier in like-new condition with Owner's manual and Service Manual. Solid state but a true classic with passband tuning, CW filter, etc. Outstanding audio.

Hallicrafters SR-2000 desktop kilowatt station in excellent condition with the usual marks on the poor paint which is characteristic of this era of Hallicrafters.

Hallicrafters SX-28 in beautiful original condition with original manual. Minor marks but the nicest one that I have ever seen.

Complete Drake C-Line with Sherwood mods and AM filter in near-new condition,

and other less interesting equipment.

73, Hal K3AB/7 Las Vegas

Message-Id: <199804121018.DAA00110@mail-gw5.pacbell.net>
From: "Arden Allen" <gumbear@pacbell.net>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Re: HRO-500
Date: Sun, 12 Apr 1998 03:19:28 -0700
MIME-Version: 1.0
Content-Type: text/plain; charset=ISO-8859-1
Content-Transfer-Encoding: 7bit

> From: Mike B. Feher <n4fs@monmouth.com>
> To: Old Tube Radios <boatanchors@theporch.com>
> Subject: HRO-500
> Date: Saturday, April 11, 1998 10:43 PM
>
> To all on the group.
>
> Unless you want to be abused by self a proclaimed monitor

Mike, Old Man, be a good sport and take a little of your own medicine now.
I don't think the whole list wants to read about anyone's angst over a
private e-mail dispute. If you feel something needs to be done about
someone's private e-mail conduct, tell it to Jack privately. I'm sure Jack
knows how to handle it for the good of the list members. Be of good cheer.
73

Arden Allen KB6NAX Vallejo, CA gumbear@pacbell.net

Message-Id: <199804121106.EAA02827@mail-gw5.pacbell.net>
From: "Arden Allen" <gumbear@pacbell.net>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Re: URM-25D or URM-25F
Date: Sun, 12 Apr 1998 04:04:45 -0700
MIME-Version: 1.0
Content-Type: text/plain; charset=ISO-8859-1
Content-Transfer-Encoding: 7bit

Steve Bringhurst requests:

> As many of us, including myself, own and use the F, would you please
> share your repair and revision with the class. The audio osc in mine is a

> non-starter when hot so I have to go into it anyway. Thank you, in
> advance.

In my URM-25F I found that capacitor C133 suffered from leakage which increased with temperature and it ALSO resulted in the audio oscillator quitting when warmed up. As you can see, R148, 1 megohm, is a fairly high value of grid resistor and the oscillator's operating point is easily upset by C133 leakage. A little freeze spray on a suspect capacitor after running a while and having warmed up will tell you if it needs replacing. Check for a positive voltage on the grid of V105 with a 10 megohm (or higher) meter. The hotter C133 gets the higher the positive voltage. If leaky, replace C133 with a good plastic film type of 200 volt rating or better.

When operating as an oscillator V104 and V105 comprise a conventional Wein bridge circuit. The one major fault in the way this circuit is implemented in the URM-25F is that the usual operating point stabilizer, a positive temperature coefficient resistor (most common element used in these circuits is a 115V 3W tungsten lamp) in the cathode of the bridge output amplifier (V104) is missing. You would expect to see the lamp in the place of R144 (my guess is the lamp was left out for ruggedness considerations, tungsten filaments in 115V 3W lamps are delicate). Without the lamp in there, the setting of the oscillator operating point for minimal distortion is very tight and is at the mercy of tube characteristic change with age. I replaced V104 or V105 (I don't remember which) with a 6BA6 which is a remote cutoff type. I found the adjustment to be less critical and was able to obtain lower distortion. A little experimenting is in order here. No mods required, just a tube type change. Hope this helps, Steve. 73.

Arden Allen KB6NAX Vallejo, CA gumbear@pacbell.net

Message-ID: <3530BBD9.3522@worldnet.att.net>
Date: Sun, 12 Apr 1998 09:04:25 -0400
From: John Dilks <oldradio@worldnet.att.net>
MIME-Version: 1.0
To: Old Tube Radios <boatanchors@theporch.com>
CC: Old Tube Radios <boatanchors@theporch.com>
Subject: Re: HRO-500
Content-Type: text/plain; charset=us-ascii
Content-Transfer-Encoding: 7bit

Mike B. Feher wrote:

>
> To all on the group.-----snip-----
> This was his final email to me:
>
> -----

> > From: Captain Larry Rau <rau@wco.com>
> > To: n4fs@monmouth.com
> > Subject:fuck off
> > Date: Saturday, April 11, 1998 4:59 PM
> >
> > look you dickhead.. you are the one who cant follow the rules you agreed
>----snip-----

To all,

Nobody contributes more or better information on this forum than Mike Feher. Mike is always accurtate and acts properly, you know, like a gentleman.

To "Captian?" Larry Rau -> go wash your mouth out with Lye Soap. And don't come back until you can act like a gentleman.

(Perhaps if his mother did this when he was a little boy, he would have better manners now!)

73' John Dilks, K2TQN

Message-ID: <3530BE6B.64E@worldnet.att.net>
Date: Sun, 12 Apr 1998 09:15:23 -0400
From: John Dilks <oldradio@worldnet.att.net>
MIME-Version: 1.0
To: Old Tube Radios <boatanchors@theporch.com>
CC: boatanchors@theporch.com
Subject: Re: HRO-500, flaming and BA topics
Content-Type: text/plain; charset=us-ascii
Content-Transfer-Encoding: 7bit

Lawrence R. Ware wrote:

>
> At 22:43 04/11/1998 -0700, "Mike B. Feher" <n4fs@monmouth.com>
> wrote:
> >To all on the group.
> <snip>
>
> GENTLEMEN! Please keep private quarrels just that.
>
----snip-----

Larry,

I posted to the group on this (other message). None of us need to

tolerate this kind of abuse. At some point in time everyone needs to vent, and in this case, and knowing Mike, I'm sure he took as much as he could. Additionally, he is not the only one Rau has flamed over and over. It was time.

73' John Dilks, K2TQN

Message-ID: <3530DEE1.E4C01D01@sprynet.com>
Date: Sun, 12 Apr 1998 09:33:54 -0600
From: Steve Lords <sklords@sprynet.com>
MIME-Version: 1.0
To: Old Tube Radios <boatanchors@theporch.com>
CC: Old Tube Radios <boatanchors@theporch.com>
Subject: Re: Grounds and noise
Content-Type: text/plain; charset=us-ascii
Content-Transfer-Encoding: 7bit

hi
you might have some ground loops
you might want to use shielded wire in some places,
the problem in using shielded wire is which end to ground
and a good place to ground to so you dont give yourself more problems then
you started with....
(some people say always ground the source and float the destination i've
seen it done the other way around... depends upon the the problem)
thanks
steve
wa7isl :)

Henry van Cleef wrote:
<snip>

> I use #14 and run it as close to the chassis as possible. It's a bit
> tricky snaking that stuff in there and finding where you can attach
> it. But if you are looking at plated copper and steel riveted to
> aluminum you are looking at trouble. HP used this type of
> construction in a lot of units, and the AC VTVM's are particularly
> sensitive to any sort of noise problems anywhere----and it's tough to
> scope out, because the noise looks like its everywhere.
>

Message-ID: <3530E899.695040AC@bwab.se>
Date: Sun, 12 Apr 1998 18:15:21 +0200
From: Bengt Wilander <bkh@bwab.se>
MIME-Version: 1.0

To: Old Tube Radios <boatanchors@theporch.com>
Subject: R-392 audio module
Content-Type: text/plain; charset=iso-8859-1
Content-Transfer-Encoding: 8bit

In BA 2003 Tom Norris wrote:

<Not a heathen mod either, but a genuine plug in module. My 1963 Western

<Electric 392 came with one standard equipment. Bought the radio NIB and

<it was included. The module is a vaguely 26A7 sized metal module with
<a potted transformer and several PNP germanium transistors behind a
<perforated cover. Works well and is MUCH cooler than the 26A7.

I was fortunate to get one from Fair Radio and it's
working OK in my R-392 on low level audio.
On higher audio levels it starts to oscillate with a
high pitched tone.

In the Fair Radio catalog WS-97-1 on page 23 they
write "seems to work best in Western Electric R-392s"

My R-392 has a xtal marked 1955, the ID-plate is missing
so I cant tell who manufactured it, but the audio module
has the Collins name on it.

The Solid state audio module is made by Dubrow Electronics.

The question is: What modification is made in the R-392s
made by Western Electric to make them more suitable to
the solid state audio module.

The manual I have has the solid state diagram included but
I cant find any text about the oscillating problem.

Anybody out there having experience with this module ?

73 de SM/BKH Bengt Wilander bkh@bwab.se

Message-Id: <199804121834.LAA04920@mail-gw3.pacbell.net>
From: "Arden Allen" <gumbear@pacbell.net>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Re: R-392 audio module
Date: Sun, 12 Apr 1998 11:35:49 -0700
MIME-Version: 1.0
Content-Type: text/plain; charset=ISO-8859-1

Content-Transfer-Encoding: 8bit

Hi Bengt;

> I was fortunate to get one from Fair Radio and it's
> working OK in my R-392 on low level audio.
> On higher audio levels it starts to oscillate with a
> high pitched tone.

Oscillation in an amplifier like the R-392 solid state audio output module is caused by too much phase shift of the signal at some frequency and some means of coupling the amplified signal back to an earlier stage in the amplifier chain. If negative feedback is employed in the amplifier to stabilize operating points and/or reduce distortion then the feedback path is not properly adjusted for phase shift and at the critical frequency the negative feedback turns positive and then you have an oscillator. As the signal swings from one extreme to another in voltage/current the phase shift in the circuit also changes, that's why it may not oscillate at low amplitudes but does at higher amplitudes.

Transistors (and my apologies to the group for pursuing this subject) cause a lot more phase shift problems in audio circuits because of their much higher junction capacitances compared to tube interelement capacitances. Transformers contribute to the problem of course. One must not overlook the possibility that the design is marginal in its ability to deal with the normal amount of variation of component values and device parameters.

So we get down to the fact that it is up to capacitors to correct all of these miseries. Power supply bypassing capacitors can be at fault. Some electrolytic capacitors have more series inductance than others for the same value of capacitance and may be the source of the problem. Smaller value coupling and bypass capacitors are more likely to be a problem only if defective. Even smaller value caps used for frequency compensation (stabilization against oscillation) may be the wrong value for the particular accumulation of effects which cause instability in your particular module.

Try paralleling suspected caps with equivalent types of similar value. Watch what happens to a test sine wave of 400-1000 cycles on a 'scope. Increased oscillation tells you that the value really needs to be lower. Be careful to not cause shorts which could blow transistors.

Good luck and let us know what works for you.

Arden Allen KB6NAX Vallejo, CA gumbear@pacbell.net

End of BOATANCHORS Digest 2010
